

11-12-00

12-3-01

Midship Section

Spar-Deck Rule + 100 A, 2 long d, 2

G. G. 91: 65 + 66

Scale: $\frac{1}{2}'' = 1'$

- Bridge Deck

- Spar-Deck

- Main-Deck

Stringer $38'' \times \frac{3}{20}$
ends $20'' \times \frac{3}{20}$
 $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{20}$
overlapped built double
plates double

The plate $15'' \times \frac{3}{20}$

$37'' \times 37'' \times \frac{1}{20}$

Bridge Deck Beams $= 8'' \times 3'' \times \frac{3}{20}$ on alternate frames
Forecastle beams on every frame $6\frac{1}{2}'' \times 2\frac{1}{2}'' \times \frac{3}{20}$
under main deck and spar deck $8'' \times 3'' \times \frac{3}{20}$
and at hatchways.

Casings strengthened
as per Sect 15 para 14.

Stringer $47'' \times \frac{1}{20}$ was $35'' \times \frac{3}{20}$
 $4'' \times 4'' \times \frac{3}{20}$
overlapped built double
if not overlapped double strip for 2.

$3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{3}{20}$

Spar-Deck Beams $= 8'' \times 3'' \times \frac{3}{20}$
where under $\frac{3}{4}$ L. of und beams $6\frac{1}{2}'' \times 2\frac{1}{2}'' \times \frac{3}{20}$
at the hatchways $8'' \times 3'' \times \frac{3}{20}$

Stringer $47'' \times \frac{1}{20}$
was $35'' \times \frac{3}{20}$
 $4'' \times 4'' \times \frac{3}{20}$

Complete Steel deck $7\frac{1}{20}$

Main Deck Beams $= 8'' \times 3'' \times \frac{3}{20}$
where under $\frac{3}{4}$ L. $6\frac{1}{2}'' \times 2\frac{1}{2}'' \times \frac{3}{20}$
at the hatchways $8'' \times 3'' \times \frac{3}{20}$

Intercostal plate $23\frac{1}{2}'' \times \frac{3}{20}$
angles $4'' \times 4'' \times \frac{3}{20}$
angles $3\frac{1}{4}'' \times 4'' \times \frac{3}{20}$

Transverse plates spaced 12' apart
double $6\frac{1}{2}'' \times 2\frac{1}{2}'' \times \frac{3}{20}$

Longitudinal beam double riveted.

Riveting to be as per rule

Side stringer
same as above

$\frac{7}{20}$ forward and aft of the machinery space

Bank 100 in Machinery space

Centre girder plate $38'' \times \frac{3}{20}$

Floors in Boiler space $24\frac{1}{2}'' \times \frac{1}{20}$

Machinery $\frac{1}{20}$

Side Girders $7\frac{1}{20}$

$37'' \times 37'' \times \frac{1}{20}$

$4'' \times 4'' \times \frac{3}{20}$

$3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{20}$

$6'' \times 4'' \times \frac{3}{20}$

2 long d
10-7-900

The plates ending on the main frames to be same thickness
as plates and ship $\frac{3}{20}$ the base plates and plates above
and below are to be $\frac{1}{20}$ thicker than the corresponding
plates amidships.

Keel plate
 $32'' \times \frac{1}{20}$ for $\frac{3}{4}$ L.
ends $\frac{1}{20}$
plates $\frac{3}{20}$ thicker for $\frac{3}{4}$ L. thicker at ends
killed riveting.

Principal Dimensions.

Length between PP. $315'-0''$
Breadth moulded $42'-3''$
Depth moulded to Spar Deck $24'-5''$
Main $16'-4''$

Proportions

Length to Breadth 7.46
Depth to Spar D. 12.549
Main 18.285-2=16.285

Numbers

$\frac{1}{2}$ Girth 32.86
 $\frac{1}{2}$ Breadth 21.12
Depth to Main 17.22
Number 72.20×3.5
Plating Number 22743

Frames spaced 24' apart

Frames $5'' \times 37'' \times \frac{3}{20}$ for 52
ends $5'' \times 37'' \times \frac{3}{20}$
Reversed frame $5'' \times 37'' \times \frac{3}{20}$
Bulkheads $9\frac{1}{20}$
Stem $10'' \times 2\frac{1}{2}''$
Stem Post $10'' \times 5\frac{1}{2}''$
Rudder Post $8''$ diam.
Rudder Pin $4''$

All the frames to extend to the
Spar-Deck Stringer and Forecastle
all to the Spar Deck Stringer plates

Double reversed frames in boiler
space every frame of which one
will extend to the bilges and riveted
to the frame the other extended
above bilges.

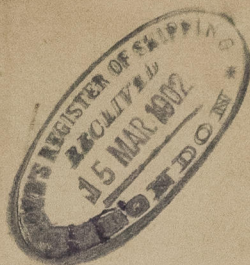
Equipment 91: 20025 water

3 blocks tower anchor collective wt. 130 wt.
1 stream anchor ex stock 114
1 Hedge 54
270 fathoms chain cable $1\frac{1}{2}$ diam.
90 chain chain $1\frac{1}{2}$
100 towing 12
2 at 90 Hawsers 10
2 at 90 Raps 8

Side stringer same
as above

Margin plate

with girth $16'' \times \frac{3}{20}$ 4 plates apart
 $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{20}$ double int. & B. space
and for $\frac{1}{2}$ amidships.



*S. S. Bucovina +
Galicia
Trieste Report*

*N. 692
718*

Midship Section

Yard. N. 65 + 66

Lloyd's Arsenal.

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